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[a34-1]

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[a1472]

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[1134-3]

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[939]

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[a27]

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[846]

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SITUATED IN THE CENTRE OF PRATA GRANDA.

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[a1004]

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FINE PALE COGNAC (Marie Brizard & Roger's)	\$20.80
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BIRTH.
On September 22nd at High Oak Lodge,
Ware, the wife of R.T.D. SAYLE, of a daughter.

[1173] MARRIAGES.

On September 14th at Plymouth, Lieut. A.
VEITH, R.G.A., son of late Andrew Veith, of
the Hongkong & Shanghai Bank, to YOLANDE
MARY DOROTHY KINLOCH.

On October 8th, at Shanghai, CHARLES
FREDERICK LIVSEY, second son of John
Livesey, late of H. M. Service, Hongkong, to
LUCY YOUNG BECKE, adopted daughter of
Frederick George Becke, I. M. Customs,
Chungking.

HONGKONG OFFICE: 10A, DES VEGU ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 15TH, 1910.

The new relations that have been established between Japan and Korea by the annexation of the latter country are still exercising the minds of publicists in Japan, and it appears probable that when the Diet meets towards the end of the year the Ministry will be subject to a good deal of heckling on the question, even if an attempt is not made to impeach it. Some members of the Diet have already expressed the opinion that the annexation of Korea without the consent of the Diet is contrary to the Constitution, but the Japanese Constitution is a thing of such vagueness that it is difficult to say what is and what is not a breach of it. The maintenance of the former Korean Customs Tariff for a period of ten years is one of the arrangements in connection with the annexation to which objection is still being made, but, as before, the Government, although contending that the arrangement was made of its own free will, persists that the decision cannot be altered.

At the Magistracy yesterday Mr. E. R. Halifax fined a Chinese boy 50s for making fast to the transport *Rohilla* while that vessel was under way.

Two Chinese women who were arrested with 340 ticals of opium in their possession were ordered by Mr. Halifax at the Magistracy yesterday to pay a fine of \$500 each.

Once it has been made known to the Powers. Recently a deputation waited on the Vice-Minister of Foreign Affairs, and, among other matters, again brought up this question. It was said by the Vice-Minister that the assurance given to the Powers formed a moral obligation, and the Government was therefore determined not to make any change in the Korean Customs Tariff for ten years. How far the moral obligation of the Japanese Government is also a political obligation remains to be seen. Probably when the British Parliament meets more will be heard of the matter, and in the meantime it is interesting to note that the view expressed in these columns, that the terms of the annexation were by arrangement with the Powers concerned, is also the view of the well-known publicist, Mr. LUCIEN WOLF, who, writing in the *Daily Graphic*, assumes that the so-called "rules" in connection with the annexation are the result of negotiations with Downing Street. Of course, the Japanese Government may be speaking the verbal truth when it says the proposal to maintain the Korean Customs Tariff for ten years was made voluntarily by itself, but it may also be true that the Japanese Government knew the Powers interested would not consent to the abrogation of their Treaties unless some such compensation was given. It is somewhat significant in this connection that there are rumours that the Japanese Government is considering ways and means for increasing the revenue of Korea, and that these ways and means will to some extent cancel the advantages offered by the present low tariff. One of the means adopted in Japan to increase the revenue—that of consumption taxes on textiles and other goods—may equally well be applied to Korea, while the Government is also able at any time to proclaim a monopoly of any industry, which would effectively shut out foreign goods. Politically it would seem that Korea is to bear the same relation to Japan as Formosa, where such means of raising revenue are freely employed. However that may be, for ten years Japan and the Foreign Powers are to compete in Korea on more or less equal terms. It will be interesting to watch the results. Already a large number of Japanese emigrants are pouring into the country, and with the gradual rise in the cost of living in Japan more and more are likely to find their way to the peninsula. With a low tariff assured for ten years, with a moderate rate of living and with large supplies of cheap, if inefficient, labour, it is probable that the energetic Japanese will be driven to develop in Korea those industries which, owing to various circumstances, are retarded in Japan? Although the exact position of the Japanese in Korea is yet very vague, it is natural to suppose that they will be in a better position than the subjects or citizens of any other nationality, and under these circumstances, and with the additional advantage of the proximity of the Chinese market, they are hardly likely to neglect such a promising field for exploitation. It may, therefore, be possible that during the next ten years Korea will show a development exceeding that of Japan proper during the same period. It will, of course, be to the advantage of Japan politically to encourage such a development. If Korea, weak and unstable, was a menace to the safety of Japan in case of an attack by foreign foes, then a Korea strong and prosperous should be a safeguard. Although the alleged over-crowding of Japan is greatly exaggerated, still she can afford to dispatch a large number of her workers to Korea, and it is by populating the country—which implies, of course, encouragement for such emigration—that Japan will render the peninsula secure. Incursions of island nations on neighbouring continents have not in the past been very successful. Of England's conquests on the Continent of Europe but fragments now remain, nor, under any conditions, can we imagine the renewal of such a period of conquest. Korea is, however, somewhat exceptionally situated geographically, and it is possible that Japan may succeed in making it not merely nominally but actually a portion of the Japanese Empire. The danger lies in attempting to extend the area of conquest and in the impoverishing of the mother-country which naturally follows. To drain the resources of Japan in the attempt to establish an Asiatic Empire would be to court ruin.

A Home paper states that Lieutenant-Colonel E. F. Hobly, Royal Garrison Artillery, has been appointed to command the Royal Artillery, Straits Settlements.

A case is to be brought against a member of the Indo-Chinese Customs Service in Peking for the recovery of a large amount due upon rubber shares, bought for him by a Shanghai friend.

For making alterations to a building in Connaught Road without the permission of the Public Works Department, Mr. J. R. Wood at the Magistracy yesterday ordered a Chinese contractor to pay a fine of \$100.

The N.C. *Daily News* writes of "the eccentric methods of the Hongkong Post Office" as being presumably responsible for the failure of the Hongkong papers of October 1st and 3rd to reach Shanghai before the 10th.

Miss Ellen Beach Yaw, prima donna soprano, and her concert party, is on a tour through Japan and China and round the world. Mr. D. F. Robertson, advance agent, arrived at Yokohama on the 3rd instant, and the party is expected to arrive in Shanghai next month.

The Chinese residents in Siam have cabled to the Government asking the Throne to establish a Chinese Legation in that country, and have further requested that an agreement should be drawn up with the Siamese Government for the protection of Chinese residents trading in Siam.

A Canton dispatch appearing in Peking papers states that the German Asiatic Bank will shortly establish a branch at Canton. It says also that two London firms have already completed preparations for opening branches. The position of German traders at Canton, it is added, is said to be becoming gradually stronger.

The question of who is to be the general manager of Manila's fine, modern, new million dollar hotel was settled on Saturday last, says a Manila contemporary, when the board of directors of the company appointed Mr. C. L. Reynolds, of Oyster Bay, to that important and responsible position. At the same time, the board decided to appoint Mr. F. W. Thompson, now steward of the Elks Club of Manila, assistant manager and steward of the new hotel.

At the annual meeting of the Shanghai branch of the St. Andrew's Society last Monday the following committee was elected: Dr. R. J. Marshall (President), Col. C. D. Bruce (Vice-President), Messrs. C. E. Anton, G. L. Campbell, J. Cochrane, J. Christie, A. M. Currie, G. G. S. Forsyth, H. C. Gilliland, T. F. Longmuir, D. McDonald, E. F. M. Prout, C. W. Ure and Dr. Prout.

The death has occurred in London of Mrs. A. H. Blagden, wife of the Deputy Electrical Engineer to the Shanghai Municipal Council. Mrs. Blagden came out to be married less than two years ago. Some six months ago her health gave way, and, accompanied by her husband, she left for treatment in England in July last. Hopes were entertained for her recovery, and her husband started back for Shanghai via Siberia on the 24th September, but news has been received that his wife died two days later.

A Chinese appeared before Mr. E. R. Halifax at the Magistracy yesterday, charged with the larceny of \$500 as a bangle. Defendant, who was a fok in the Wing Fung firm, was handed \$500 by his master and told to go and pay a bill owing to a firm in Bonham Strand. As he did not return and as it was subsequently discovered that he had failed to pay the bill, the master was reported to the police and accused was arrested. His Worship sentenced the defendant to six months' imprisonment with hard labour and six hours' stocks.

Telegraphic information has been received announcing the return of Sir Robert and Lady Bredon to China. They will leave Moscow on the 10th October for Peking, accompanied by Miss Bredon. Sir Robert has leased the Old German Bank building in Peking, and intends to occupy it as a residence. During his absence, Sir Robert retained his band, which is still known as the "I. G.'s Band," on half-pay, and it is stated that he intends to continue their services and entertain lavishly. Though Sir Robert is now no longer connected with the Imperial Maritime Customs, it is quite probable that he will obtain some high position under the Chinese Government in the near future.—*China Daily News*.

A child named Edith Tieffenburg living off North Seacullen Road Extension, Shanghai, has died with all the symptoms of hydrocephalus. It appears that the little girl was bitten on the 8th September, but it was not until several days later, when the knee swelled up, that the anguish told of her being bitten. The child was then treated by Dr. Schulz, the *Shanghai Times* says, while the mother reported the matter to the police, and a dog, recognised by the amah, was put under observation, but found to be all right. Meantime the child got worse, and last week developed signs of hydrocephalus, finally dying on Friday. In trying to force the child's mouth open, she bit her mother's finger, but the wound was cauterised very shortly by Dr. Moore of the Health Department, and no ill-effects are expected to arise from this wound. The Health Officials think they must have had the wrong dog under observation, as they say a mad dog never lives more than four or five days.

Two Chinese women who were arrested with 340 ticals of opium in their possession were ordered by Mr. Halifax at the Magistracy yesterday to pay a fine of \$500 each.

It is stated in Chinese circles that the time for the payment of the indemnity instalment is drawing near and a piano is threatening.

A sensational rise in the dollar was noticed yesterday, when it jumped from 1s. 10½d. the previous morning to 1s. 10½d. an increase of a farthing.

A Home paper states that Lieutenant-Colonel E. F. Hobly, Royal Garrison Artillery, has been appointed to command the Royal Artillery, Straits Settlements.

A marriage has been arranged between Harry, eldest son of Henry Morris, of Shanghai, and Stonebridge, Blackboys, Sussex, and Vera, elder daughter of Mrs. Alfred Trow, 30, Gloucester terrace, Hyde Park, and Seaford, Sussex, and of the late Louis Samuel, M.I.C.E., eldest son of the late Sir Saul Samuel, Bart., K.C.M.G., C.B., Agent-General for New South Wales, Australia.

Mrs. G. E. Anderson, wife of the American Consul-General in Hongkong, met with a nasty accident a few days ago at Kowloon. She had been calling on Mrs. Lyon, wife of Captain Lyon, and her rickshaws coming down the steep pathway appear to have lost control of the vehicle. With a view perhaps to avoiding a worse disaster the puller ran it on to a high bank, and Mrs. Anderson was violently thrown out, being stunned by the fall and much bruised. Assistance was soon obtained, and Mrs. Anderson was taken back to Mrs. Lyon's residence. Later she was conveyed by special launch and chair to the Peak Hotel, where the Consul-General and Mrs. Anderson are residing. Though at present confined to her bed, we are glad to learn that the injuries Mrs. Anderson sustained are not of a serious nature and that she hopes to be about again in a few days.

The *Naganaki Press* of the 6th inst. records with regret the death of M. James Markham Dow, formerly a resident of that port. Deceased came out to the East as a member of the Shanghai staff of the Hongkong and Shanghai Banking Corporation, and afterwards joined the firm of Masary, Ginsburg & Company at Nagasaki. His first period of residence in the port was from 1896 to 1898, and he also lived there from 1899 until the outbreak of the Russo-Japanese War. He was a very popular member of the community and for two years was honorary secretary of the Nagasaki Club. Mr. Dow was seriously ill for some months, the result of pulmonary trouble contracted in St. Petersburg, which developed into tuberculosis. Death took place at Bourdoncourt on the 3rd inst. He leaves a widow and two young children, for whom and his sister, Mrs. R. F. Iman, much sympathy will be felt in their bereavement.

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In golfing circles, says the *Shanghai Mercury*, it has for some little time been known that a private course was being acquired in Shanghai, and it is understood that play was commenced therewith yesterday. The new course is situated at the junction of Rubicon and Hungiao Roads, on ground which it may be remembered formerly belonged to the Dallas Horse Repository and was sold by auction two or three months ago. Some two hundred mow of land were comprised in the lot, which was purchased for £16,000, and since then work has been proceeding for the laying of it out as a private course. There are nine holes, and when time and use have made the turf of the requisito quality it should be a very pleasant course. Far from the Settlement to make it accessible to the majority of golfers, it none the less has many advantages as a private course, this making the third of which Shanghai can boast, and those belonging to the existing golf clubs will welcome its advent as likely to assist in minimising the present congestion on the public links.

The death has occurred in London of Mrs. A. H. Blagden, wife of the Deputy Electrical Engineer to the Shanghai Municipal Council. Mrs. Blagden came out to be married less than two years ago. Some six months ago her health gave way, and, accompanied by her husband, she left for treatment in England in July last. Hopes were entertained for her recovery, and her husband started back for Shanghai via Siberia on the 24th September, but news has been received that his wife died two days later.

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As he did not return and as it was subsequently discovered that he had failed to pay the bill, the master was reported to the police and accused was arrested. His Worship sentenced the defendant to six months' imprisonment with hard labour and six hours' stocks.

His Excellency the Officer Administering the Government and Lady May were present at the annual competition of the Hongkong Fire Brigade which was held on the compound of the Central Police Station yesterday afternoon. The firemen gave an interesting exhibition of despatch box, hose and reel, and ladder drill, and as the competition was for the shield and cups and medals, needless to say the men did their best. The various events were those that would be necessary in the case of a fire, and the firemen carried them out with a cheerfulness which reflects credit on the brigade. The European team competition was won by Fireman Grant's team for the fourth year in succession. The names of the men comprising this team will therefore be engrav'd on the shield. Fireman Grant, as foreman, became possessor of the cup presented, while each of his men won a medal. The individual despatch box competition was won by Fireman Cooper, who has proved the smartest man at this work for the last three years. He deserved the cup won yesterday. The Chinese team competition was won by Fireman Ying Yau Tin's men, and each of them was presented with a trophy.

His Excellency presented the prizes, and then congratulated Station Superintendent Macdonald and the men on their smart work. If he happened to be in a house on fire, he said, and knew the Hongkong Brigade were in attendance, he should feel assured that he would get out of it.

HARMSTON'S CIRCUS RETURNING
TO HONGKONG.

A full announcement appears in our advertising columns of the many attractions of Harmston's Grand Circus and Royal Menagerie of performing wild animals. The customary site at Causeway Bay has been taken for the Circus and the opening night is Monday next, the 17th inst., at 9 p.m. Many new features have been introduced since the Circus last visited Hongkong, and the lengthy list given in the advertisement should prove a powerful attraction and ensure full tents for every performance, for Harmston's reputation is a guarantee of an excellent programme.

Mr. Fordham—If these ducks had been stuffed with sage and onions they would have gone off right—the inspector would have smelt only the stuffing. (Laughter.)

Mr. Pierron—Credit me, I don't know, sir. The wholesale dealer is here and he could inform you.

Mr. Pierron—No, thank you. I will have my thirst for knowledge about Chinese ducks go unsatisfied. (Laughter.)

Mr. Pierron—Yes, but until the boilers burst, we ain't going that way.

Mr. Pierron—HOSPITAL SUNDAY.

Offeraries will be taken in St. John's Cathedral, Union Church and the various places of worship in the Colony to-morrow in aid of the Alice Memorial and Affiliated Hospitals. It is hoped there will be a generous response in aid of these charitable institutions.

TELEGRAMS.

Protected by the Telegraph Message
Copyright Ordinance, 1894.

THE BRITISH SERVICE TO THE "HONGKONG DAILY PRESS."

THE FRENCH RAILWAY STRIKE.

LEADERS ARRESTED.

LONDON, October 13th.

It is reported from Paris that five of the strike leaders have been quietly arrested despite their assertions that they would never surrender.

The men on the Bordeaux railways have now struck.

Every part of the country is now involved in the general strike, but the situation is somewhat improved by the Government working the lines.

Communication between London and Paris has been re-opened.

The electricians struck work this evening, and the boulevards are plunged in darkness.

LATER.

TROUBLE AT KOWLOON DOCKS.
WORKS MANAGER CHARGED WITH ASSAULT.

Before Mr. J. R. Wood at the Magistracy yesterday a Chinese filter proceeded against Mr. J. W. Graham, works manager of the Hongkong and Whampoa Dock Co., on a charge of assault, and the defendant pleaded guilty against him on a cross-summons.

Mr. P. Sydenham Dixon (of Mr. R. A. Harding's office) appeared for the complainant, and defendant was represented by Mr. W. E. L. Shenton (of Messrs. Deacon, Locker & Deacon).

Mr. Dixon informed the Court that the assault took place last Sunday morning. At 7.15 a.m. the complainant, wanting to go on board the Dock Co.'s launch which was leaving the wharf, shouted to the coxswain to wait. Then Mr. Graham came up, and thinking he was interfering, struck him three times across the face, after which he kicked him. The complainant ran away, but subsequently complained of the assault and left the Dock Company.

His Worship (to Mr. Shenton)—Do you deny this?

Mr. Shenton said the facts were that Mr. Graham went down to the workmen's launch, which usually left about 7.10 a.m., and found that it had not left at 7.20. He gave instructions for its immediate despatch, and just then a coolie began to shout, and Mr. Graham asked for an explanation. Complainant explained that he wanted to put his tools on board, and Mr. Graham tapped him on the shoulder and said, "Fit, fit." The complainant turned round and struck Mr. Graham on the stomach. Then he picked up a large piece of wood, and was going to strike the defendant from the rear when he was fortunately stopped. Mr. Shenton asked that the Court should be cleared during the hearing.

His Worship—Why?

Mr. Shenton—Most of the men at the back of the court are filters.

His Worship—I don't know under what section you make your application.

Mr. Shenton—I don't know whether all my friend's witnesses are out of Court.

Mr. Dixon—They are all out.

Complainant was then called and testified to going on duty on the morning of the 9th instant at seven o'clock. The No. 1 told him to go on board the *Kowloon Star*, which was lying on the Hongkong side. Witness proceeded from the works to the wharf. He did not know Mr. Graham was there, but when he appeared on the scene he struck him several times and kicked him. Complainant did not know why, and he did not strike defendant back, neither did he attempt to hit him with a pole. Witness complained to Mr. Graham next day, was discharged, and had been out of employment ever since.

Cross-examined by Mr. S. Denton:

Have you heard of any Police Court proceedings being taken against any of the coppersmiths in the dockyard?—No.

When Mr. Graham appeared did he tap you on the shoulder?—No.

Did he speak to you, or did anybody interpret anything to you?—No.

Did you rush at Mr. Graham with a pole held in both hands?—I was afraid of him striking me; how could I?

Didn't a Chinese detective take the pole out of your hands?—No.

Didn't Mr. Graham simply push you out of the way with his foot?—No, he used extreme force.

You did not swing round with your left arm and strike him on the stomach?—No.

And you did not aim two blows at his face?—No. I dare not strike him. He is one of the managers.

Two other witnesses spoke to seeing defendant strike the complainant three times and kick him twice, but they did not see complainant strike back.

This closed the case for the complainant, and the cross-summons was heard.

Mr. J. W. Graham told the Court that proceedings had recently been taken against certain coppersmiths in the docks. On the morning of the 9th instant when he went to the wharf he found that the harbour launch had not left for the harbour. It was then 7.20 a.m. and the launch should have been away at 7.10. Witness told the man who was in charge of the launches to get it away immediately. He was ordering the coxswain to get away when the complainant started shouting at him. Witness went behind the filter, tapped him on the shoulder, and asked him what was the matter. Complainant pointed to some small gear lying on the ground, and said something which witness did not understand. Mr. Graham asked the launch man what he was saying, and the latter explained that he wanted to put some gear on the launch. Defendant told complainant to put it on "file," but the latter did not attempt to do so. Witness tapped him again and asked him if he "savvied" "fit, fit." Just then the complainant swung round with his left hand and deliberately struck witness at the stomach. Defendant tapped complainant on the jaw with his finger tips, and was just turning round to tell the launch to get away when the complainant sprang at him and attempted to strike him on the face. Witness warded the blow, and complainant then struck at him with his left hand. Defendant again guarded, swung the complainant round, and pushed him with his foot. The filter made off, returned with a big pole, and was approaching witness when a Chinese detective went up behind him, took the pole, and sent him away.

Cross-examined by Mr. Dixon:

The first blow was struck by you when you struck complainant twice on the cheek?—After he turned round and pushed me I gave him a little tap with my right hand.

You will swear it was only a tap?—Yes. One does not usually tap coolies, you know? I make that a point.

Complainant says you kicked him away?—No, I gave him a little push.

Just a tap?—If I struck him hard with the boot I had on I would have kicked him over.

Why didn't you prosecute this man?—I thought it was sufficient to sack him.

After hearing further evidence his Worship discharged Mr. Graham and fined the filter \$10.

MURDER CHARGE AGAINST AN AMERICAN BLUEJACKET.

ACCUSED COMMITTED FOR TRIAL.

John William Hays, on remand, appeared before Mr. E. R. Hallifax at the Magistracy yesterday to answer a charge of wilful murder, and two charges of assault, causing grievous bodily harm.

Mr. H. L. Denys, junior, from the office of the Crown Solicitor, prosecuted, and Mr. Leo d'Almeida Castro appeared for the accused. Mr. Anderson, the American Consul-General, had a seat on the bench with his Worship.

Constable R. Watt stated that on September 25th about 8 p.m. he was on the road way opposite the Police Recreation Club, when he heard a police whistle blowing. He went to Bowrington Road, where he saw a crowd of people and flames in house No. 29. Accompanied by Sergeant Ogg he entered this house and they threw the material that was burning over the verandah into the roadway. When the fire was extinguished witness walked into Sharp Street, and had not been there long when a red flagstone dropped a few yards from him. He looked up and saw the defendant standing on the first floor verandah of house No. 2. A bucket was also thrown to the ground, and Sergeant Ogg called to witness to go and stand near the doorway. Shortly afterwards defendant came downstairs, and witness assisted Sergeant Ogg to arrest him.

His Worship—Why?

Mr. Shenton—Most of the men at the back of the court are filters.

His Worship—I don't know under what section you make your application.

Mr. Shenton—I don't know whether all my friend's witnesses are out of Court.

Mr. Dixon—They are all out.

Complainant was then called and testified to going on duty on the morning of the 9th instant at seven o'clock. The No. 1 told him to go on board the *Kowloon Star*, which was lying on the Hongkong side. Witness proceeded from the works to the wharf. He did not know Mr. Graham was there, but when he appeared on the scene he struck him several times and kicked him. Complainant did not know why, and he did not strike defendant back, neither did he attempt to hit him with a pole. Witness complained to Mr. Graham next day, was discharged, and had been out of employment ever since.

Cross-examined by Mr. S. Denton:

In fact, he appeared to you to be mad?—Yes. Did you hear Sergeant Grant say, "This man is mad"?—No.

When defendant was arrested did he smell of drink?—I didn't smell any.

Re-examined by Mr. Denton:

When you say the man acted in a mad manner do you mean a foolish manner?—Yes. He acted recklessly, and threw things about.

The wife of the complainant testified to visiting the hospital and identifying the body of her child.

In cross-examination she stated that while bathing her child on the afternoon of the 25th ult. she heard a great noise outside. Shortly after her husband left the bathroom she heard him shouting "dangerous," but as she was frightened she did not come out for a while. When she opened the door she saw defendant standing on the verandah. At the door she asked her amah where her child was, and the amah said her (wife's) husband had taken it away.

Inspector J. Key deposed to going to 29, Bowrington Road, on the evening of the 25th ult. in consequence of a fire alarm. On returning to the station he met the Japanese complainant carrying his child, and took them with him. There he instructed P. C. Capham to take the complainant and his child to hospital. On September 26th he charged defendant with wilful murder, and with inflicting grievous bodily harm. Defendant, after being cautioned, said he did not wish to make statement on either charge.

In cross-examination witness said he saw the defendant about ten minutes after he was arrested. When he saw him in the station he was of opinion that the defendant was not drunk. Accused appeared to be quite sane.

Mr. Denys stated that he offered no evidence with regard to the third charge, the assault upon the amah.

Defendant reserved his defence, and was committed for trial at the Criminal Sessions.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 11.55 a.m.—The barometer has risen considerably over the Northern Lochnoos, and fallen moderately to slightly over Japan and the Bonins.

The depression which is still situated to the Eastwards of the Lochnoos, continues to move slowly towards N.E.

The high pressure area lying over the continent to the North of the Yangtze valley is weaker and the barometer is falling along the China coast.

Fro-h strong monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (NE wind, fresh

Fermoss Channel ... Same as No. 1.

South coast of China between Hongkong and Lamock. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

Hongkong and Hainan. Same as No. 1.

CHINA'S SENATE.

THE IMPERIAL EDICT AND THE REGENT'S INAUGURAL ADDRESS.

The Peking Daily News prints the full text of the edict issued on the occasion of the opening of the Taucheng Yuan, or National Assembly, and also the full text of the speech delivered by H. I. H. the Prince Regent on the occasion. We append these translations:—

IMPERIAL EDICT.

October 3rd.

A decree was issued some time ago appointing the 29th day of the 8th moon of this year (23rd Sept.) as the date for the first meeting of the Taucheng Yuan. The members have been appointed by the sanctioned regulations by authority preparing for the opening of the Assembly. Now, according to the memorial, it is

stated that the Taucheng Yuan has been inaugurate and strict order has been maintained.

We express deep satisfaction and admiration. It must be remembered with respect that our late Imperial Father the adopted Heir and Successor to the Throne—Emperor Teh Tsung—having seriously considered the difficult condition of the Empire and intending to improve the fundamental system of the Government, obeyed the instructions of Her late Majesty the Empress Dowager by condescending to accede to the sentiment of the general public and courageously promulgating the gracious tidings of making preparation for a constitutional government which makes its appearance for the first time in the history of the Empire, and is to be invariably followed by the future generations.

All Our officials and subjects alike should feel deeply grateful for this. Being entrusted with the responsible section of government. We have, upon Our accession to the Throne, endeavoured to carry out the wishes of Their late Majesties, in establishing a constitutional régime and have repeatedly ordered the officials and out of the Metropolis to execute the items of the programme in their consecutive order.

The Taucheng Yuan, which lays the foundation-stone of the House of Commons and the Parliament, and moreover in the most important factor in organizing a constitution, has assumed a proper form after several years' preparation. People at home and abroad are keenly interested in this organization. Now at the first opening of the Taucheng Yuan We specially order the Grand Councillors and High Officers of the Chengdu Chu to satisfactorily arrange all matters and to hand them over to you members for your discussion in accordance with the established regulations. You should remove all prejudices and exert your utmost for the sake of equality so that on the one hand you may be loyal to the Government and render valuable assistance, and on the other hand satisfactorily perform your functions as representatives of the public by carrying into effect the yet unrealized intentions of Their late Majesties and setting a good example to the generations to come. We, as well as Our millions of subjects, have indeed much to hope for from you. Let this be specially promulgated for information.

MESSAGE FROM THE THRONE.

His Imperial Highness the Prince Regent, addressing the members of the Taucheng Yuan, said:—Since we assumed the Regency, by order of Her late Imperial Majesty, the Empress Dowager. We find that the situation of the Empire is fraught with difficulties. Day and night we feel uneasy. Princes and high officials are united in one heart to carry out the Imperial instructions by preparing for a constitution in accordance with the order of the items for preparation. Now that the Taucheng Yuan is established and is holding the ceremony of the first meeting of the Yuan, We are exceedingly happy to be able to personally attend the inaugural meeting. There are days of universal enlightenment and progress of civilization. The most important part of a government lies in good administration and proper legislation. There is something more important, and that is the maintenance of harmony among the upper and lower classes. The Taucheng Yuan is a place for expressing the public opinion. All our members are trusted by the Government. We rely upon you to exert yourselves to the utmost to render service in national affairs, to achieve merit in establishing a constitution and so set an example to the future Parliament. Not only is this an organisation unprecedented in the history of China, but it also foretells unlimited welfare of the Government. Members should

encourage each other in this direction.

THE PEERS.

The newspapers in Peking were all printed in red to commemorate the opening of the Taucheng Yuan. The sentiments expressed therein were unanimously optimistic and hopeful. Good wishes and congratulations were expressed for the future constitution of China.

An interesting paper on the subject of the ventilation of merchant ships was read at one of the meetings in Brighton last month of the Royal Society Institute. As voyagers are all aware, pure air is not over-plentiful in the cabins and saloons of an ordinary channel or ocean-going steamer. Things are, of course, a point of interest in that three of the ships will be propelled by what is known as combination engines. In other words, they will each have two sets of reciprocating engines driving wing propellers, with a central low-pressure steam turbine driving a midships screw. The vessels that will employ this type of machinery are the *Orama*, *Demosthenes*, and *Rectoris*.

AUSTRALIAN PASSENGER TRAFFIC.

TWELVE NEW LINERS

The growth of the passenger traffic between this country and Australia is evidenced by the number of fine, well-equipped liners of big tonnage which have been ordered by some of the leading British steamship companies. The Peninsular and Oriental Steam Navigation Company, for example, have contracted for two vessels, each of 12,500 tons, to be employed in their mail service by the Suez Canal route. These two ships, to be named respectively *Adelais* and *Madeline*, will be the largest which have ever sailed under the company's flag. Both vessels are now under construction, and it is expected that the first will be ready for launching at the beginning of next year. In addition to these liners the P. & O. Company have invited tenders for two steamers for their Australian service by way of the Cape of Good Hope.

Yet another mail carrying company which is increasing its fleet of Australian steamers is the Orient Line. During the last two years five ships, each of 12,000 tons, have been built for them, and a sixth steamer of 13,000 tons is now being constructed on the Clyde. To be known as the *Orama*, her owners expect that she will be ready for their mail service about the middle of next year.

Those companies which plied to the Antipodes round the Cape of Good Hope are also augmenting their fleets by some fine ships of large tonnage. Early next year the two 12,000-ton liners *Thessaly* and *Demosthenes* will be launched at Belfast for Messrs. George Thompson & Company, of the Aberdeen White Star Line. A unique point in regard to these vessels is that each will be provided with a number of single-birth cabins for third-class passengers. This is quite an innovation in the steamship passenger trade. These liners, which will both be fitted with wireless telegraph apparatus and submarine signals, are expected to make the passage from London to Melbourne in about 40 days. Also bearing classical names, three steamers which

Messrs. Alfred Holt & Company, of the Ocean Steamship Company, are shortly to employ in their recently-organised passenger service with Australia, will make their voyages by way of the Cape of Good Hope. The *Enca*, the first of the three ships, has recently been launched at Belfast. She is a steamer of 10,000 tons and will have accommodation for about 300 first-class passengers. No other class will be carried. The *Enca* is scheduled to leave Glasgow on November 18. She will call at Flinders on the following day and is due at Adelaide on December 22. The two sister ships will be named *Archon*, which is due to begin her maiden voyage on December 30, and *Archies*, which will be ready for service a couple of months later.

For the New Zealand trade some new liners

have also recently been launched. The New Zealand Shipping Company, to whom belongs the credit for adopting the steam turbine in a round-the-world service, have recently had launched for them the liner *Rotorua* of 11,500 tons. She will be engaged in their regular passenger service between London and New Zealand ports, and is fixed to make her first sailing from the Thames on October 27. An addition to the fleet of the Shaw, Savill & Albion Company is the 8,000-ton cargo and passenger steamer *Pakeha*.

Altogether these twelve new steamers will have an aggregate tonnage of about 130,000 tons. A point of interest is that three of the ships will be propelled by what is known as combination engines. In other words, they will each have two sets of reciprocating engines driving wing propellers, with a central low-pressure steam turbine driving a midships screw.

The vessels that will employ this type of machinery are the *Orama*, *Demosthenes*, and *Rectoris*. Altogether these twelve new steamers will have an aggregate tonnage of about 130,000 tons. A point of interest is that three of the ships will be propelled by what is known as combination engines. In other words, they will each have two sets of reciprocating engines driving wing propellers, with a central low-pressure steam turbine driving a midships screw.

These vessels are the first to be built in this valley that exists in the whole of the world. I think it quite safe to make the same estimate of your iron ore. Now with those two minerals side by side and in a country of cheap labour, and the abundance of coal in this valley, I have often thought over what this would be. But I am free to say that the possibilities are so great that it goes completely beyond my comprehension. In agriculture, while the high state of cultivation could still be bettered

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 8th Ed. -Icber's.

NEW ADVERTISEMENTS

KOWLOON-CANTON RAILWAY.
(British Section.)

NOTICE.

A SPECIAL PASSENGER TRAIN will leave KOWLOON FERRY STATION on SUNDAY, the 16th inst., at 9 A.M. for the Frontier.

Intending Passengers may book by this train and return by train leaving LOWU either at 11 A.M. or 5.40 P.M.

BY ORDER
Hongkong, 15th October, 1910. [1173]



SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYLAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon, occupied by members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be Lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings, and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandas. The Backyard must have its Containing Walls Lime-washed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peal Street. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the North thereof through the Yau Ma Tei Reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and limewash floors at the rate of 95 cents per floor, on application being made to the Secretary of the Sanitary Board.

Dated this 15th day of October, 1910.

W. BOWEN-ROWLANDS,
1174 Secretary.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:

Epitome of the Week's News.
Leading Articles:

The Revolution in Portugal.
China's Credit.
Republican Macao.

The Panama Canal.
New Companies Ordinance for Hongkong.

Random Reflections.

The Railway.
Break of Promise Action at Singapore.

Hongkong News.

Volunteer Reserve.

Hongkong Legislative Council.

The Republic Proclaimed at Macao.

Hongkong Sanitary Board.

The Old Schoolmaster.

The Great Nicola.

China's National Assembly.

Sporting Notes.

Hongkong Cricket League.

A New Solicitor.

The Theft from the "Charles Hardouin."

The "Siberia" in Collision.

Murder Charge Against an American

Bluejacket.

The Morrison Street Collapses.

Supreme Court.

Queen's College Aquatic Sports.

The Canton-Hankow Railway.

Far-Eastern Telegrams.

The Toyo Kaisen Kaisha.

The Credit System.

Sporting Notes.

The Recent International Incident in Manchuria.

The Trade of Korea.

Foreign Visitors to Japan.

Educational Statistics in China.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from this Office to address sent, including postage 34 cents each.

\$1 Cash for three copies.

Subscription, \$12 per annum, payable in advance: postage \$2.

Hongkong, 15th October, 1910.

NOTICE OF FIRM

SUN SHING.

THE BUSINESS of the SUN SHING is now being carried on in co-partnership by the undersigned at the usual address, No. 90, Queen's Road Central, Victoria, Hongkong, and M. LEUNG WING FO has been appointed MANAGER.

The Public are respectfully solicited to continue their patronage and confidence, and their Orders will be carefully and promptly carried out.

NG HON CHI,

TSI YUM CHI,

SUM PAK MING,

FUNG HEUNG CHUN,

CHAN SING HO,

CHEUNG YUNG CHAU,

CHEUNG MAN HING,

CHAN TSZ MUI,

LEUNG HOK LAU,

Hongkong, 11th October, 1910. [1165]

NEW ADVERTISEMENT

HARMSTON'S GRAND CIRCUS
AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.
GRAND OPENING NIGHT!
MONDAY, OCT. 17TH, AT 9 P.M.
Location: CAUSEWAY BAY.
OUR NEW ALL STAR COMPANY OF LONDON AND CONTINENTAL ARTISTES
30 IN NUMBER 30

JOHN ROUGAIS'

Most up-to-date Animal Act in the World.

FIVE FULLY GROWN TIGERS

Performing in a Large Cage erected in the Circus arena.

THE BROTHERS KAVANAGH,

AUSTRALIA'S PREMIER SOCIETY JUGGLERS.

THE WEITZMAN TROUPE

(5 in Number)

Gymnasts, Equestrians and Acrobats.

THE TRIO FROLIC

Two Ladies and One Gentleman.

THE SISTERS LOUISE AND ANGELINA BASCA

In their great Surprise Sharpshooting Act with Repeating Rifles and Pistol. (Cartridge 22 Shot.)

PICCOLO AND FIORI (CONTINENTAL COMEDIANS)

With their Canine Wonders who appeared before the King and Queen at Buckingham Palace.

ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"

Who Performs throughout the Whole Programme.

RUDSTADT TRAMP CYCLIST.

MISS JESSIE BOWER.

Song and Dance Artist.

AND THE CHAMPION ALL ROUND DUO.

JENNIE & WILLIE HARMSTON-LOVE.

Our STUD of PERFORMING HORSES AND POSES TRAINED AND INTRODUCED BY

ALFRED RYAN.

OUR BEAUTIFUL ARAB STALLIONS.

Our Menagerie consists of Performing ELEPHANTS, TIGERS, LEOPARDS, BEARS, KANGAROO, EMU, AFRICAN BABOON, DOGS, MONKEYS, etc.

Booking for Boxes and First Class Chairs at Robinson Piano Co.

SPECIAL MATINEE PERFORMANCES

WEDNESDAY and SATURDAY AFTERNOON, 19th and 22nd Oct.

Doors Open at 3 o'clock. Performance at 4 p.m. sharp. Children Half-Price at Matinees only.

PRICES OF ADMISSION.

Full Box 6 Chairs \$15.00
Single Seat (Box) 2.00
Chair 3.00
Stalls 50cts.

Soldiers at Salutes in uniform Half-Price to the \$1 and \$2 Seats.

Booking at ROBINSON PIANO CO.

N.B.—Special Trains will Run before and after the Performance.

MADAME HARMSTON-LOVE Proprietress.

COL. BOB-LOVE Manager.

R. ALTON Agent.

W. H. BROWNE } Agent.

[1175]

PUBLIC COMPANY

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the undersigned, THIS DAY (SATURDAY), the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Agents.

Hongkong, 15th October, 1910. [1110]

WANTED

WANTED.

A SMART and Pleasant-Mannered RUNNER for a First-Class Hotel. Apply with references, Certificate of last discharge indispensable.

Box D. 12,

Care of "Daily Press" Office.

Hongkong, 10th October, 1910. [1158]

WANTED: JANUARY 1ST.

FURNISHED or UNFURNISHED HOUSE.

Address— "HOUSE,"

Care of "Daily Press" Office.

Hongkong, 10th October, 1910. [1159]

SITUATION WANTED.

JAPANESE GIRL wishes to have a Situation as Lady's Amah or Baby Nurse. Speaks English fluently.

Apply to— NASU,

12, Grosvenor Street,

Hongkong, 14th October, 1910. [1170]

AN EXHIBITION OF WORK

WILL BE HELD BY THE 2ND BN. THE BUFFS,

IN THE

R. E. THEATRE.

WELLINGTON BARRACKS,

ON MONDAY AND TUESDAY,

the 17th and 18th October, 1910.

Doors Open from 4 P.M. to 7.30 P.M. on 17th and from 11 A.M. to 5 P.M. on 18th.

Some of the Work Exhibited will be marked for Sale.

No Charge will be made for Admission.

Hongkong, 10th October, 1910. [1160]

JUST PUBLISHED:

"POPPY PETALS,"
By D.R.C.
Author of "LUI SING,"
"The Flight of an Arrow," &c.

PRICE— \$3.50.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Accounts

on the rate of 2 per cent. per annum on the Daily balance.

D. TOHDOW, Manager.

Hongkong, 12th September, 1910. [591]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP Gold \$1,250,000

RESERVE FUND Gold \$3,250,000

(



of delicious strengthening Bouillon
a delight for the strong; a godsend for the weak—made from 2 ozs. of Lemco. The rich beef goodness of LEMCO has restored thousands of invalids to robust strength.
A user writes:—"I have derived great benefit from Lemco. I had suffered much from anaemia, and am now getting well, thanks to Lemco."—Marcellus.
LEMCO, 4, Lloyd's Avenue, London, E.C.

Lemco

The English Lemon Company & Extract

Saint-Raphaël

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anaemia, Debility and Convalescence, to young women children and the aged. Invaluable, in hot climates.

Dose: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAËL bears, in addition to the registered trade-mark:

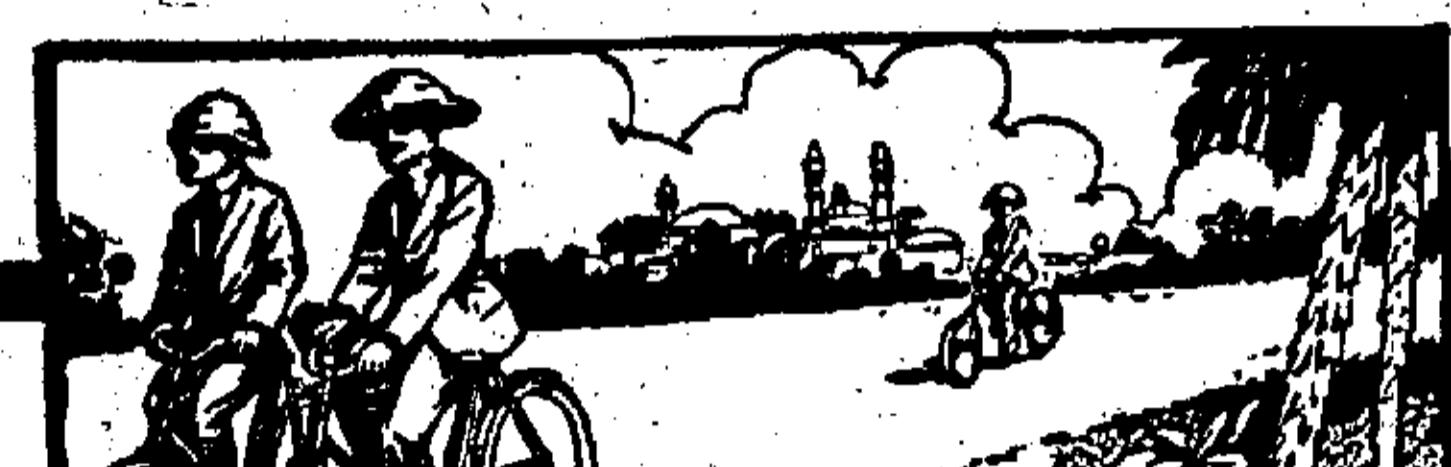
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAËL, Valence (Drôme-France).

AGENTS: CALDBECK, MACGREGOR & CO., HONGKONG.



BUILT FOR THE FAR EAST.

Hazlewood CYCLES

are built in the very best of cycle industry—Coventry itself—by experienced British workmen—machines and tools are the best and most reliable. It therefore follows, that with good workmanship and materials, combined with up-to-date appliances, the products of the "Hazlewood" factory (estd. 20 years) are right, that is, right in design, in bearing, right in finish.

Right in price, and, furthermore, right in value, for these celebrated cycles at all first-class stores and agencies.

All models and grades of machines are produced by "Hazlewood's," Roadster

Eight or full, Road Racer, Lady's, Children's, and Trade-marks.

Prices (Lady's and Gents) range from Rs. 90 upwards.

EVERY MACHINE GUARANTEED.

AGENCIES:—We shall be pleased to grant representatives rights to firms able to handle our goods in quantities.

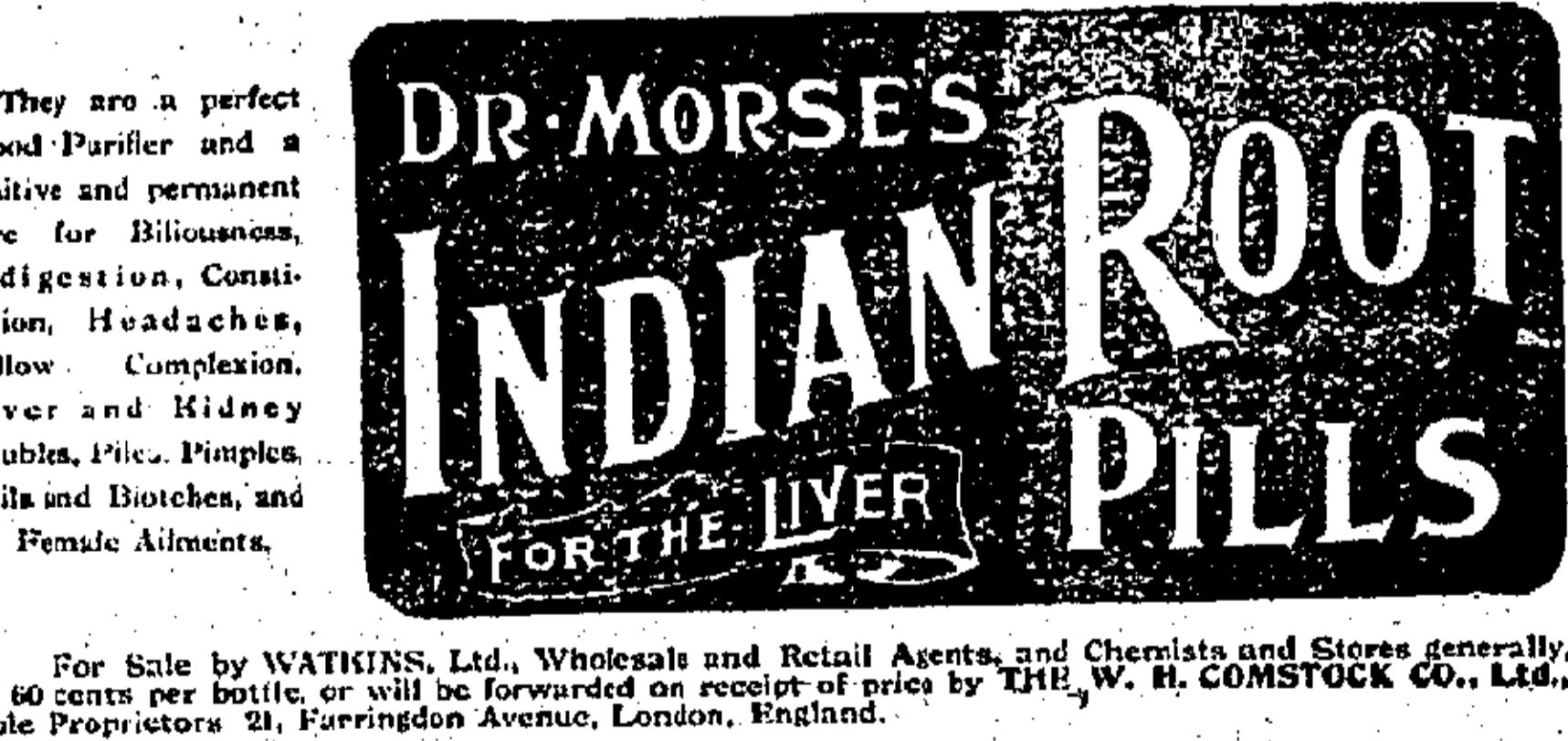
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HAZLEWOOD'S, LTD., COVENTRY.

"GUARANTEED"

UNDER THE PURE FOOD AND DRUGS ACT,
UNITED STATES OF AMERICA.

On every bottle of Dr. Morse's Indian Root Pills sold in the United States of America there is placed an extra label, bearing a number, and the word "Guaranteed" which denotes that the proprietors of Dr. Morse's Indian Root Pills guarantee that they contain nothing that is not, in strict accordance with the Pure Food and Drugs Act. It is further guaranteed that Dr. Morse's Indian Root Pills comply with the regulations of the Department of Health, both as to the standard of purity of the ingredients used in their manufacture, and also that they are a good, wholesome remedy for the purposes they are advertised for. Dr. Morse's Indian Root Pills are a purely vegetable, sugar-coated medicinal preparation, carefully compounded by experts, and are manufactured on the premises under the direct supervision of the proprietors. The care taken in the production of these Pills, is illustrated by the manner in which they are packed. Instead of being put up in cheap wooden boxes—that absorb poisonous and other substances—they are packed in glass bottles at a cost of five or six times that of wooden boxes. The extra cost is more than made up in the satisfaction of knowing that the Pills reach the public just as they left the laboratory, unaffected by moisture or climatic changes and free from contamination by contact with any foreign matter.



They are a perfect Blood-Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Impetigo, Boils and Blisters, and for Female Ailments.

For Sale by WATKINS, Ltd., Wholesale and Retail Agents, and Chemists and Stores generally, at 60 New Bond Street, or will be forwarded on receipt of order by THE W. H. COMSTOCK CO., Ltd., Sole Proprietors, 21, Farringdon Avenue, London, England.

THEY DO NOT WEAKEN. THEY DO NOT SICKEN. THEY DO NOT GRIPPE.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily debility, loss of memory, loss of appetite, loss of weight, loss of strength, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, madly, high-colored fever, etc., and so many different phases of brain and nerve trouble, can be cured by the use of this compound for every hand, that cannot be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts a new vigour to those who have so recently seemed played out, used up and vanquished. Bottles Price 2s. 6d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in any way. It is a true, or other infestation of the blood from whatever cause arising. No sooner is it imbibed into the system, than it penetrates and penetrates to the minutest capillaries, overcoming and expelling disease, whereverever and in whatsoever form it may be, leaving all blisters, pimples, scars, scurvy, ulcers, etc., and so many other diseases and dispositions, and anti-venomous effects are almost magical in the treatment of gout, rheumatism, sciatica, lameness, pain and swelling of the joints, discharges blood poison, excreta, leprosy, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, boils, fistulae, asthma, and hacking, improves the general health, and quickens the action of the heart, and is the precursor of consumption. Bottles Price 2s. 6d.

Sold stamped address envelope for free booklet, or P.O. 2/2/G for trial bottle of either VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS, CASH CHEMISTS.

SCIENTIFIC MISCELLANY.

A SENSITIVE MICROPHONE.

The novel hydraulic microphone of Signor Majorana, Italian physicist, embraces a small glass tube through which flows a stream of slightly coldulated water. Near the top of the tube is a side aperture closed by a sensitive diaphragm, which is joined by a short rod to the diaphragm of a telephone mouth-piece. As the water emerges from the bottom of the tube it passes between two platinum electrodes, completing the circuit between them. Speaking into the mouthpiece sets the flowing water into vibration, thus varying the resistance between the electrodes, and transmitting the sound vibrations through the electric circuit. This microphone has been used in wireless telephony over a distance of 250 miles or more. For this purpose it is placed in the circuit of a Poulsen generator, consisting essentially of an electric arc in an atmosphere of hydrogen, and the electric waves from his arc from the transmitting antenna to the air, are caught by the receiving antenna, and then passed through a pyro-platinum thermopile, setting up a current that reproduces in a telephone the sounds or words transmitted. When this microphone was tried on the telephone line between London and Rome, about 1,200 miles, conversation was plainly heard, although the ordinary microphone does not work at that distance.

THE STIMULATION OF DEEP BREATHING.

The remarkable effects of deep breathing, which seem to have been generally overlooked although well known to divers and others, are found by Dr. D. F. Comstock, of Boston, to be: Marked increase in the time the system can do without respiration; mental stimulation, a short increase in physical endurance; and a rise in the pulse. In his own experience, four minutes of enforced breathing made it possible to hold the breath 32 minutes, the limit without the preparation being 56 seconds. Another person succeeded in holding his breath five minutes after the preliminary breathing.

A PIONEER ENGINE.

The new German strong-battery locomotive is 25 feet long, has two 35-horse-power motors geared to the axles, and weighs 15½ tons, including an Edison battery of 5½ tons. With a 33-ton car, it ran 130 miles on a single charge.

PIPE-BUILDING BY AIR COMPRESSOR.

The Burmese, still without matches in damp remote parts of the country, have made the important practical discovery that heating generated by the sudden compression of air or other gas, An instrument described by Prof. O. P. Monckton, of Calcutta, consists essentially of a bison's horn, with a quarter-inch hole bored nearly to the bottom and fitted with a tight piston. In a recess in the lower end of the piston is placed a piece of dry pitch or other inflammable material. The piston is then inserted in the horn cylinder, driven down by a smart blow, and quickly withdrawn, when blowing on the pith causes it to burst into flame, giving fire to the ingenious Burman. It is calculated that if the cylinder is two inches long and the piston is driven to within a quarter-inch of the bottom, the temperature should be raised from 80 degrees F. to 790 degrees F. Heat is given out during compression, however, and the piston is never perfectly air-tight, so that in practice there is no less estimated at about 25 per cent.

CAUT [PEAT GROWTH] ENSURE

PERMANENT FUEL?

The exhaustion of the world's fuel will undoubtedly be deferred by the use of peat to supplement the product of the coal mines, and this reserve is known to be enormous, while an optimistic theory suggests that it may be made unlimited. Ireland alone has 2,800,000 acres of unused peat, with a depth of 16 to 30 feet. It is estimated that the peat averages 12,231 tons to the acre, and, on the assumption that the calorific value is one-tenth of that of coal this would equal 1,823 tons of coal, or a total of 51,040,000 tons of coal for Ireland. At least half of this would be economically available for steam raising. It is not conclusively proven that the peat bogs can be reproduced, but the claim is made that in some cases they increase 5 or 6 inches a year, the growth depending on the character of the plants. This suggests that our fuel supply, after all, may be made permanent by conserving and cultivating the bogs.

A NEW COTTON.

Seeking a substitute for high-priced cotton, a spinning company at Chemnitz has obtained usable fibre from the seeds of the kapok, or silk-cotton tree of the tropics. The fibre is naturally brittle, but Prof. Goldberg has treated it that it is spun into a very soft, silky and inexpensive yarn, the durability of which is yet to be tested. The fibre is already much used in padding furniture, for pillows, etc.

IMPROVED ENSLAGE.

An industry that is little considered but of growing importance is the culture of the microscopic vegetation known as microbes. The well-chosen and prepared cultures serve for regulating and improving various products, a special yeast, for instance, giving the desired bouquet to wine, and the use of the right spore culture in cheese-making determining whether Roquefort or other variety shall be produced. The new idea of J. Croibois, a French experimenter, is to preserve silo fodder by means of a culture of lactic ferment. In the silo, under a protective covering of straw, the fodder undergoes an acid fermentation that makes it readily digestible and gives it a taste agreeable to cattle, but the process is irregular and uncertain, and much fodder is often of poor quality. In the North of France the fodder used consists largely of the pulpy residue from sugar beets, of which many thousand tons are kept for the winter fattening of cattle. In a

Preliminary trial, Mr. Croibois treated 100 kilogrammes of residue with 6 litres of beet root juice rich in ferment, and the pulp was completely transformed in 48 hours, the usual necessity for pressing being avoided. Applied on a large scale at an agricultural station the process yielded a material which fattened the cattle as much in three weeks as they ordinarily gained in a month. The new fodder, unlike the old silo pulp, is eaten also by sheep.

A PERISCOPE CANE.

The novel French walking stick by which one may see over a crowd or a high fence is a new application of a familiar optical device. A hollow tube is used for the cane. Near the top, and projecting at a right angle, is screwed a tiny telescope, and near the lower end is made an eyehole. As the stick is held above the head, the light passing through the telescope lenses strikes a prism, which reflects it down the tube to another prism opposite the eyehole. In this way the image of the objects in the field of view of the cane is passed to the eye, and becomes clearly visible.

PROGRESS IN A NEW FIELD.

Electro-chemical factories are rapidly developing in Belgium, which now has 48, chiefly in the manufacturing districts of Liege and Charleroi and the mining districts around Antwerp and Belgium. Of these four employ from 600 to 2,000 workmen, the others from 5 to 100, and last year's products reached nearly \$60,000, about 40 per cent. being exported.

TEMPLE DRUMS AND CATHEDRAL CHIMES.

Some correspondents of a local English contemporary, say the Japan Mail, have been inveigling against the nuisance of a temple drum which is beaten vigorously in their vicinity, from rosy morn to drowsy eve. This recalls the curious fact that a Japanese never complains of noise. The beating of a big drum in his immediate neighbourhood does not seem to disturb him at all. Neither does the peculiarly shrill whistle of an itinerant confectioner. Neither do the appalling cries of crowds harnessed to a festival car. We have never heard a remonstrance uttered against these incidents of daily life. Custom has softened them into insignificance. But when questioned about their tacit endurance of such plagues, Japanese have been known to express surprise that foreigners should be so callous at home and so sensitive in Japan. "For have you not in Europe," they ask, "your church-bells, which clang out most unusual and reverberant notes for thirty minutes at a time, twice every Sunday and on many week-days; and have you not your river-steamer with their strident sirens; and have you not your locomotives and your factories which with their raucous or piercingly shrill whistles execute all sorts of quiet; and have you not your cathedrals which for all eternity, ring out the quarters, the halves and the wholes with 'damnable iteration' of cracked chimes? surely you should have been well satisfied before you came to Japan?" What is the answer to this criticism? It will scarcely do to plead that European noises are more refined than Japanese.

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ELLIMAN'S EMBROCATION

Pain arising

Rheumatism.

Chronic

Lumbago,

Bronchitis,

Sore Throat,

Sprains,

Bruises,

Cold at the

Chest,

Neuralgia,

From Cold,

the Limbs after exercise,

is best treated by using

ELLIMAN'S according to

the information given in the</

TROPICAL DEBILITY.

HOW TO FIGHT IT.

Of all the evils which the inhabitant of the torrid zone is called upon to endure, the greatest are, perhaps, the deadly debility and nervous depression which are the forerunners of the more serious ill so often in warmer latitudes. Physical fitness should be the constant watchword; healthy nerve force must be the subject of the most earnest consideration. Happiness, may life itself, hangs in the balance.

When exhausted Nature fails readily to respond to the extraordinary demands made upon the system by the exigencies of climate, Science once more comes forward with precisely the needed remedy. Sanatogen, the tonic food, is the means discovered whereby impaired vitality may be safely and rapidly restored.

Sanatogen has a singular effectiveness. It is not as a tonic only that it stands unrivaled; it is, besides, a perfect food, extremely rich in just those properties necessary to the perfect nourishment of the depleted system. The basis of Sanatogen is the casein or "curd," the nitrogenous principle of milk. Nitrogenous foods are our body-building ones. They are demanded constantly by the body for the formation, and for the repair of its tissues. United with the casein, we find glycerophosphoric acid, which is an all-important constituent of the brain and nervous system. This is the reason, then, why Sanatogen has obtained its high reputation. It repairs the wear and tear of the most vital parts of our frames, and above all it gives to brain and nerve their essential food in precisely the form in which they are capable of readily receiving and assimilating it.

Doctors in tropical climates have not been slow to see the wonderful advantages in the use of Sanatogen among their patients, and a great many of them have written setting out the success that has attended the use of this preparation. They have used it with the greatest success in Malaria, Dysentery, Enteric Fever, cases of Plague and Cholera, as well as amongst those who are suffering from ailments due to disordered liver, spleen or digestive system. One or two of their opinions are worth considering.

Thus Dr. H. W. HART, Hapur Remount Depot, Babuganj, United Provinces, India, writes—

"I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery, and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Whilst Dr. C. E. NAYLOR, Bangalore, South India, writes—

"It was through my influence that your excellent medium of nutrition—Sanatogen—was introduced into South India, and I have reason to be proud of my success in doing so, for I consider that I have thereby conferred a benefit upon suffering humanity."

"I have found it unequalled by any other food when the internal arrangements of the body (whether in children or adults) are in want of a stimulating nutrient. When fully diluted to any degree cannot be digested. Sanatogen will be greedily assimilated. In many almost hopeless cases of plague, where heart failure has been threatening, I have found Sanatogen helpful in getting the patient to turn the critical corner, and it has admirably aided my treatment of this fatal disease. I have no hesitation in stating that by the discovery of Sanatogen you have added a most powerful weapon to those already in the possession of every physician. And Dr. R. F. BOWERS, Bapishi, P.O. Bengal and N.W. Railway, N. Bhagulpore, India, writes—

"I was able to try Sanatogen in a patient who had passed through the acute stage of Asiatic Cholera (in a severe form), and was utterly prostrated. That woman, I consider, owes her life to Sanatogen."

A physician has written a remarkable treatise entitled "How to Keep Well in Tropical Climates," a copy of which will be forwarded, post free, to all who apply to Messrs. A. S. WATSON & CO., Hongkong.

Sanatogen can be obtained from Messrs. A. S. WATSON & CO., Hongkong, and all chemists.

(126-2)

DARLINGTON'S HANDBOOK.

Sir Henry Ponsonby is commanded by the Queen to thank Mr. Darlington for a copy of his Handbook.

"Nothing better could be wished for."

British Weekly.

"Far superior to ordinary guides."

Daily Chronicle

Visitors to London should use

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DEVON AND CORNWALL. 80 Illustrations. 12 Maps; 5s.

Visitors to Brighton, Eastbourne, Hastings, Bournemouth, Wye Valley, Severn Valley, Bath, Weston-super-mare, Malvern, Hereford, Worcester, Gloucester, Llandrindod Wells, Llangollen, Aberystwyth, Towns, Barmouth, Dolgellau, Harlech, Criccieth, Pwllheli, Llandudno, Rhyl, Bettws-y-coed, Isle of Wight and Channel Islands should send for DARLINGTON'S HANDBOOKS. Is. each.

Is. THE HOTELS OF THE WORLD. A Handbook to the leading Hotels throughout the World.

Llangollen: DARLINGTON & CO. London: SIMPKIN & CO.

FASHIONS AND FANCIES.

THE WIDE SKIRT.

We are apt to be more Parisian than the Parisians in matters of dress, and are clinging to the narrow skirt long after they have discarded it. At the fashionables soirees round in France, where the season is just ended, the ordinary silhouette was quite normal, and in some cases bulky. An occasional narrow skirt was seen in a tailor-made, but the light gowns were quite free, or, at the most, had a loose and flowing skirt over the narrow one. On the whole, the three-tier skirt seems to be coming in, and this is seldom narrow; and, in any case, the bubble is a thing of the past, for which few can be sorry. At the best, it was only a grotesque social duty.

THE USE OF CONTRAST.

The arrangement of colours on the smart gowns of the moment seems to run to violent contrasts, and consequently to stripes; but when it comes to putting different sorts of stripes into broad stripes, the result is, to say the least of it, odd. Thus a gown of white silk with a pin stripe of black alternated in panels about six inches wide, with white silk whose stripes are nearly an inch wide, may be smart, but it is certainly eccentric. And, in the same way, a gown of white nimon, much embroidered, and trimmed with a fichu and a hem of black and white equi-striped silk, is smart and startling, but it is not a thing of beauty.

THE LONG SKIRT.

The train is coming back again, and even the short dresses are not to be shorn as they were. This will be good news to those whose feet are, in a immortal phrase, a useful size. The very short, particularly when hobbled just above the ankles, had a marvellous way with any foot but the smallest, and even these it made look less small. The effect on large feet can be imagined. The tailor-made of tomorrow partly covers the foot, that is, it allows the full-length of the long and slightly rounded toe to be seen without revealing the whole foot; while for ceremonial occasions, a train is distinctly coming in, in spite of what we have been told from fashionable French watering places. The reports from such quarters are due to the fact that while one can forecast autumn fashions to a certain extent by the sun, in such matters as the length of skirts those forecasts are useless. Long skirts at the seaside are unsuitable and inconvenient; and the Frenchwoman seldom wears a certain sense of the fitting in her garments. In the same way, one might say that velvet and satin would be less worn during the autumn than linen and muslin!

JEWELS BY DAY.

One fashion of last year seems to have died out this season at Trouville and similar places, and that is the deplorable way in which the smart women of 1909 loaded themselves with jewels. It is an improvement that this year the simple simplicity of a yard and a half of pearls took the place of the diamond and ruby chains and emerald pendants which flaunted at the Casino before. For this relief, much thanks. If it is true that jewels are themselves out of favour; they are, on the contrary, to be seen in bewildering variety when society gets back to town, and they have sold out more lovely. The designs are very light and airy, usually absolutely open-work, and the setting is of platinum, which is practically invisible, and in any case so colorless as to banish the garish heaviness of gold. It is doubtful, indeed, if we shall ever come back for any lengthy period to paid on a setting for the usual run of jewels. The feeling at present is for colourless stones, probably due to the effect of mourning on us. Thus pearls and diamonds are prime favourites, and the paler opals, rather suggesting than announcing colour, are quite out-rowing the superstition which once attached to them.

FOOTGEAR OF THE FUTURE.

Antelope and suede have quite ousted patent leather and gauze kid for boots and shoes. They are as flexible and as comfortable as that, they easily understand; but, on the other hand, they soon get out of shape on account of this very flexibility, and consequently much care should be devoted to the last on which they are to be kept. Patent toe-caps, with antelope uppers, afford one means of avoiding this difficulty, but the smartest shoes are all of the flexible leather, either in pale tints to go with a light dress, or in a very dull tone of tan, for dark costumes. The severest of buckles alone is permissible; and on many shoes, plain flat bands of ribbed silk in the same tone as the leather are preferred even to oxidized metal for buckles.

THE OUTLINE OF THE FOOT.

This is, perhaps, due to the fact that large plate ornaments appear so frequently on cheap shoes just now; but for some time past, the whole tendency has been to simplify the toe-line of footwear, so that flyaway bows, long frays, and broad laces have all been tabooed, recently. In particular, the striped or checked laces mean social extinction. Too many of them, and too frequently tied down on the toe instead of up on the instep, adorned the boarding-houses of third-rate waterfalls for this fashion to last. Champan-coloured kid or suede is much in favour, and for country wear a kind of coarse leather is useful and pretty, though very perishable. On the whole a shoe or boot just should not fit clinchingly, but not too tightly, and should in no way draw attention to itself, unless the foot is sufficiently pretty to do it. Coloured shoes are not much in favour, save in dark tones to go with velvet dresses of the same hue.

THE CORRECT LENGTH FOR COATS.

There is no doubt that the long coat of last year will not reappear this autumn. Hip length is correct, without a bustle, and only full fitting in at the indicated waist. A little fullness is permissible in the sleeves, and a small braiding as one cares to have round the edge; but all-over braiding does not seem to have commanded it to those all-powerful though anonymous authorities who decide what we are going to wear. Buttons as a form of trimming retain some of their hold, particularly in dark blue suits, where black satin buttons of various sizes are much used. An attractive fashion, which remains with us, is the button formed of a twisted knot of the braid, used in ornamenting the dress. This is really very pretty, and helps out the scheme of decoration, which is more than can be said of a good many forms of fastening. I have not yet seen any signs of the Russian blouse coat which we were told to expect; but this may be in reserve for the colder weather, because it is admirably adapted for wearing with fur. It only appeared for a very short space among us, and then either extinguished itself, or lay low to wait for its best opportunity.

WHAT TO DO THE PUZZLES.

We are a little embarrassed by having so much fulness in our dresses, which it is no longer correct to gather into a hobble, and the which cannot be quite discarded at one blow. Consequently, we see some strange arrangements in which fulness is gathered up

in the front of the dress like a silk window-blind, or caught round under the flowing pleats at the back or otherwise stowed away, as it were, in the least inconvenient place. This is not likely to last, because the era of plain skirts seems to be rapidly advancing and probably by next year we shall have come back to the Reynolds ideal of plain pleated skirts. In the meanwhile, moderation is the card to play in the matter both of fulness and of narrowness.—X. AND Z. IN THE GLOBE.

SCOUT CRUISERS IN THE UNITED STATES NAVY.

The Navy Department of the United States has recently issued a report upon a further set of trials of the scout cruisers Birmingham, Salem, and Chester; and a useful summary of the report, together with additional information by Rear-Admiral H. I. Cone, Engineer-in-Chief of the United States Navy, appears in *Engineering News* of September 1. As is well known, the three vessels are practically identical as regards hulls, and the boiler installation in the Birmingham is similar to that in the Salem. The boilers in the Chester have the same total grate area, but rather less heating surface than those of the other two vessels. The engines of the Birmingham are of the reciprocating type, vertical, inverted four-cylinder direct-acting triple-expansion, with cylinder direct-acting triple-expansion, with unjacketed cylinders, and they operate twin screws. The Chester is propelled by a set of Parsons marine turbines, including six "ahead" and two "backing" turbines, which drive four independent propeller shafts; and the Salem is propelled by two Curtis impulse marine turbines, one to each of a pair of shafts.

Details of the earlier comparative trials of these three seagoing were given in *The Times Engineering Supplement* of April 1, 1908, and July 29, 1908, but the present report considerably augments the information that was available at that time, and it sets forth the details of dimensions and equipment in a series of tables of considerable value. The object of these later tests was to compare the steam economy of the three types of propelling machinery represented by the three vessels respectively. Special water-measuring tanks were therefore installed in each ship to enable the steam used for propulsion, as well as the steam used for auxiliary purposes, to be correctly determined after condensation. The entire comparison included—(1) Tests of auxiliary machinery; (2) boiler evaporative trials; (3) standardization runs over a measured mile to investigate the relation between the speed in knots and engine revolutions per minute; (4) measurements of steam consumption of main and auxiliary machinery with vessels under way; (5) tests of coal consumption for long cruises at various speeds; and (6) a full-power run for 24 hours. Great care appears to have been taken in the control of the fuel and in maintaining uniform displacement to ensure as nearly as possible trustworthy and accurate results. To measure the coal the bunkers were marked at intervals representing 60 cubic feet, so that by levelling off the beginning and end of a run the amount of coal consumed could at once be observed.

The report states that, with reciprocating engines, a "bo'kin," power about equal to the rated power is afforded without additional weight other than that of the astern eccentric rods, and links. With turbines, "backing" power requires additional prime movers, and it is therefore necessary to restrict the equipment to the power actually demanded by tactical considerations, and this power is estimated to be 40 per cent. of the rated power. With this limitation, the "backing" trials were carried out at speeds of 10, 15, 22, and 24 knots, and it was found that at all speeds the reciprocating engine provided better "backing" power than the Curtis turbines, and that the Curtis is in this respect superior to the Parsons type. The difficulty of measuring the shaft horse-power is the Salem and Chester is admitted, and it is said that it may lead to an error of 20 per cent. at lower speeds; but at high speeds the figures are thought to be right to within 2 per cent. In point of economy, it was found that up to a speed of 20.6 knots, corresponding to half the designed full load of her engines, the Birmingham was the most efficient of the three vessels; but above 22.5 knots she became the least economical of them. On account of excessive gland leakage, the Chester's six-turbine combination proved to be less economical than a combination of five above 17.4 knots; and this five-turbine combination was always more economical than a four-turbine combination up to the extreme high speed limit. Above 19.45 knots the four-turbine combination of the Chester was more economical than the Salem's equipment. The condenser plant of the Salem required the least steam in all the trials, except at full power, when the Salem had the advantage by 6 per cent. The Chester showed that her air pumps and auxiliaries consumed more than the wet and dry vacuum pumps of the Salem; but on the other hand the forced-draught installation in the Chester corresponded to an economy of steam per indicated h.p. over the other vessels, from 6 per cent. at low powers to 16 per cent. at high powers; and it is also pointed out that at from 10 to 15 knots the Chester steamed at natural draught, while the other vessels required forced draught.

In the evaporative trials the tests were carried out only in the Salem and Chester, for it was considered that as the boilers of the Birmingham and Salem were similar, it was unnecessary to make these tests in the Birmingham. This is somewhat to be regretted, for the figures obtained from the Birmingham would have afforded a valuable check upon the general accuracy of the methods and operations. It was realized that the personnel element enters into the coal-consumption comparison, especially as regards stokers: the rating of the personnel differed slightly in each vessel, but it was deemed to be impossible to frame any comparisons of the relative merits of the engineers' complements in the respective vessels. In view of the differences of steam consumption between the Birmingham and the turbine scouts, however, at cruising speed and at other speeds, a note giving the number of stokers actively engaged in each of the vessels at the various speeds in the long trials would have added to the value of the report in respect to the important question of the relative engine-room and boiler-room complements called for by the two types of propulsion.

The various tests have obviously a very important bearing upon the merits and demerits of installing a multiplicity of shafts and turbines in turbine vessels for war purposes, and they seem rather to confirm the growing opinion in favour of the simpler arrangement. It has to be remembered that as regards fuel the report is restricted to coal, and that oil fuel may to some extent vary the general conclusions; but in any case the report is a helpful addition to knowledge upon the broad issue, and the engineers of the world have reason to be grateful to the light that it sheds upon a series of problems of profound importance.

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Hongkong, 26th October, 1905. [545]

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CALIBRE 7.65 mm. with CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. STEMSSEN & CO. Hongkong, 6th March, 1907. [38]

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A French Remedy for all Neuralgias. Thousands of ladies always had a bottle of this Remedy in their dresser drawers. It is the best known Remedy of any Kindness of the System & the best Remedy for all Neuralgias. It is a Remedy that has been used for many years. All Ointments and Salves are now superseded by this Remedy. Sold in a Golden Colour for Pale Hair. Of Stores, Chemists, and Druggists, & Hairdressing Salons, distributed by the genuine Rowlands' and only buy the genuine Rowlands'.

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For Skin Diseases.

MAJOR
FRASER
KING

(From a Photograph)

OF VITAL ASSISTANCE.

A RETIRED MAJOR EXPLAINS HOW HIS HEALTH, IMPAIRED BY PAINFUL AILMENTS, WAS RESTORED BY DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

As a successful Army tutor, Major Fraser King has gained considerable reputation for some years past. Following fine military career, his energies have been devoted to the interests of a long list of successful Army pupils, in addition to which duties he finds time to write works of educational value to young officers. One handbook, prepared for Turkish, has run into several editions.

The reminiscences of Major King's Army service in the Colonies and India are not wholly happy, for it was in the latter country that he contracted that depressing nerve-wracking disorder, ague, which brought dysentery in its train. The periodical return of these troubles for some long time affected the Major's health in no small degree, but having mastered the ailments now, he is not averse from referring to the writer.

"For years," he writes from 25, Parham Rd., West, Kensington, London, "I could always, with certainty, expect the return of my old ailment; it gave me no respite. I tried a number of medicines and drugs supposed to be of service, but made no headway. In fact, I can say without hesitation that Dr. Williams' Pink Pills have not only restored my health, but they have renewed my youth."

The progress of disease is arrested by Dr. Williams' Pink Pills because they make poor blood Rich and Red. They have cured repeatedly, Anemia, Indigestion, Malaria, Debility, Wasting Disorders, Rheumatism, Neuralgia, Nervous Disorders in men, and the ailments of women. Of dealers or direct from Dr. Williams' Medicines Co., 84, Szechuan Road, Shanghai, post free, \$1.50 for one bottle, \$8 for 6 bottles. Inset at shops on being supplied only with

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CHURCH SERVICES.

PEAK CHURCH—Holy Communion 8 a.m. every Sunday.

St. JOHN'S CATHEDRAL, Hongkong, 21st Sunday after Trinity, October 16th. Holy Communion (8.15 a.m.) Matins (11 a.m.) Responses. Festal: Venite, Kempton; Psalms of the 16th morning; Benedictus, &c. in D; Benedic, &c. in B; Antiphon: Alleluia, Ante panta hanc hanc; Prescher, Rev. A. Dulles Ennis, M.A., C.F.; Hymns, 369 and 322. N.B.—Post 78, verses 1, 5 and 9 in unison; Psalm 11, verse 1, 6 and G. F. in unison; Psalm 11, verse 1, 9 and G. F. in unison; Holy Communion (12.15 p.m.) Evensong (6.45 p.m.) Responses. Feat. Venit; Nunc Dimittis, Victim (10th evening); Hymns, 256, 268 a d 20 N.B.—Psalm 82, verses 1 and 8 in unison; Psalm 83, verse 9, 10 and 15 in unison; Psalm 104, 1, 2 and 3, 12 and 15 in unison.

St. Peter's Church, Queen's Road, West, 21st Sunday after Trinity, 10th October, 1910. Harvest Thanksgiving 11 a.m. Preacher: The Ven. Archdeacon Bennett; Venit, Kempton; Proper Psalms, 63 and 13; G. R. and Ouseley; Te Deum, & co-ward, Smart and Urville; Kyrie, Vincent; Antiphon: "O give thanks," S. deuban; Hymns, 420, 361 and 439. Holy Communion, 12.15 p.m. G. P. Preacher Rev. C. H. Thompson, B.A.; Special Psalms, 10, Old Melody and Travers; Antiphon: "O give thanks" Sydeham; Magnificat, Heethowen, 27th n.m.; Nunc Dimittis, Peregrine Tom; Hymns, 416, 622 and 456.

The Church launch "Dawnay" will sail on alpine running white crews to Hongkong mid-shore to the Services between 8.15 and 10.30 a.m. and between 6.15 and 8 p.m. (Kowloon to Pier 10, 30 and 40) returning all rewards. All the services are free and unappropriated. Visit us welcome Books, &c., provided.

UNION CHURCH, Kennedy Road. Minister: Rev. C. H. Hickling, 10 a.m. Youth: Proprietary Bible Classes 11 a.m. Worship: Hymns 423, 427 and 43. P. 116 ("Kite-acock," 1st m., "Oh, for a clergymen with God" (My Saviour). 4 p.m. Sunday School: 3 r.v. c. at 6 p.m. Services on Sundays:—Holy Communion 10 a.m., 2nd and 4th Sunday; at 8 a.m. on 1st, 3rd and 5th Sundays at noon. Morning Prayer at 11 a.m., Evening Prayer at 6 p.m.

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However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

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77

EDUCATIONAL STATISTICS IN CHINA.

According to the late statistics, the number of educational institutions in the Chinese Empire aggregates 35,188, including colleges, industrial schools, girls' seminaries and primary-schools, the last of which number 34,210. 63,937 persons engage in educational work, of which 55,240 are primary-school teachers. Students number 8,482, including 783,325 elementary school children. On the basis of calculating the entire population of China at 406,180,000, the ratio of students to the inhabitants is approximately one in every 464. The province of Chihli (Peking included) leads with 8,524 institutions. Shantung comes next with 3,535 followed by Shensi, Kiangsu, Canton, Hupeh, and Honan in order. Kirin has the least number of schools 35, while Heilungkiang has 72 and Hankiang 401.

A warranted cure for all diseases of the urinary organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. For the success sold by all Chemists and Storeskeepers throughout the world. 9

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B. 41.
PILLS.

UPWARD TENDENCY OF TRADE.

UNITED KINGDOM'S LEAD. Accounts relating to the trade and commerce of the different foreign countries and of British Possessions for the first six months of 1910 were issued on the 23rd ult. by the Board of Trade in the form of a Parliamentary White-paper. Except in the case of Italy and Spain the imports of all countries during the six months show an increase in value, the figures for the corresponding period in 1909. The United Kingdom heads the list with imports to the value of £279,141,000, as against £225,093,000 in 1909. Germany comes next with £203,542,000, compared with £204,763,000, and the United States third with £165,724,000, an increase over £149,583,000, the figures for last year; while the imports into France were valued at £13,290,000, as compared with £125,216,000. Canada shows a considerable increase in imports, their value in 1910 being £43,219,000, whereas in the corresponding period for 1909 they amounted to £33,158,000. The figures for British India are £40,169,000, as against £37,518,000, and for British South Africa £17,840,000, as compared with £12,967,000 in 1909.

GROWTH OF EXPORTS. The exports for the same period are also given, and here also, with the bare exception of Egypt, every country shows increased trade. The United Kingdom is again easily first with an equally large increase, the figures for this year being £204,586,000, as compared with £176,934,000 in 1909. Germany is again second with £174,077,000, a large increase over 1909, when her figures were £149,439,000; the United States are third with £163,349,000, as against £161,398,000; and France fourth with £119,015,000 as compared with last year's figures of £109,538,000. British India comes next with a large increase, the value of the exports in 1910 being £77,820,000, as against £57,549,000, while of the other British Possessions the figures for Canada are £23,792,000, as compared with £20,10,000, and for British South Africa £27,249,000, as compared with £23,742,000. The Australian figures are available for five months only. The value of the imports in 1910 is £22,810,000 as compared with £19,540,000, and of the exports £29,202,000, as compared with £23,993,000 in 1909.

In the case of the United Kingdom, Germany, the United States, France, and Belgian statistics are made up of the values of imports and exports up to July 31. These show that the upward tendency in all cases is unchecked. The United Kingdom's imports for the period are valued at £320,241,000, as compared with £289,021,000 in 1909, while of the other countries the most remarkable increase is that of the United States, where the imports amount in value to £191,164,000, as against £173,018,000. Germany shows a slight increase, her imports, which in 1909 were valued at £241,721,000, being now worth £242,594,000. The figures for France are £151,801,000, as compared with £145,177,000, and for Belgium £85,215,000, as against £80,480,000. Exports for the seven months show, in the case of the United Kingdom, a remarkable increase in value, the figures being £242,974,000, as compared with £212,422,000, and also with Germany, the exports increasing from £176,817,000 in 1909 to £203,559,000 in 1910. The figures for the United States are £186,529,000, as compared with £183,699,000; for France £137,233,000, as compared with £127,474,000; and for Belgium £63,453,000, as compared with £57,884,000.

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SOLDIERS IN INDIA.

CAUSES OF DEATH AMONG THE BRITISH TROOPS.

The health of British soldiers in India was not so good in 1908 as in the previous year, according to a Blue-book issued on September 9. The ratio per 1,000 of admissions to hospital and deaths was (respectively) 840 and 9.78, as against 756 and 8.18 in 1907. A remarkable fall in the rate of invaliding (from 26 per 1,000 in 1907 to 16) was chiefly due to the practice of sending men who, under former procedure, would have been invalided to England, to one of the hill stations in India. The principal causes of death were enteric fever, cholera, and abscess of the liver. More than half the increase in the total death-rate was due to a severe outbreak of cholera among the troops employed with the Mahratta Field Force. In the case of the native troops, health was also less satisfactory than in the previous year. There were, per 1,000, 674 admissions and 7.41 deaths, as against 629 and 6.27 respectively in 1907.

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The "Turbanette," Latest Parisian Flexible Hair Forms.

Indispensable to the Present Style of Hair-Dressing.

HOOSAIN-ALI & CO.,

No. 14, Queen's Road Central, Hongkong, 15th October, 1910.

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SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VEHICLE'S NAME.	FLAG & EIG.	BBETH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips, R.N.R.	P. & O. S. N. Co.	On 13th inst., at 10 A.M.
COPENHAGEN	TRANQUEBAR	Dan. str.	—	MELCHERS & CO.	OLOF WIJU & CO., LTD.	On 27th inst.
COPENHAGEN	PEKING	Swed. str.	—	—	—	On 25th Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRADE	Ger. str.	—	Hildebrandt	HAMBURG-AMERIKA LINIE	On 3rd Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	—	Porzlin	HAMBURG-AMERIKA LINIE	On 20th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FEED, LAELISZ	Ger. str.	—	Knusel	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SESEGAMBA	Ger. str.	—	Fokhorn	HAMBURG-AMERIKA LINIE	On 18th Nov.
MARSEILLE'S HAMBURG & ANTWERP &c.	ARMENIA	Ger. str.	—	Rohde	HAMBURG-AMERIKA LINIE	On 9th Nov.
MARSEILLES, &c. VIA PORTS OF CALL	OCEANIAN	Fren. str.	—	Soldier	MESSENGERS MARITIMES	On 25th inst., at 1 P.M.
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 9th Nov., at D'light
MARSEILLE, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. Sommer	NIPPON YUSEN KA	

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS ASSAY.....		Noon, 15th Oct.	See Special of Call Capt. Owen Jones, R.N.E.
SHANGHAI, MOJI, KOBE JAPAN	About 15th Oct.	{ Freight only. and YOKOHAMA	Capt. H. W. A. Clark
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	10 A.M., 19th Oct.	{ Freight and Passage.	Capt. G. Phillips
SHANGHAI	About 21st Oct.	{ Freight and Passage.	Capt. S. Barcham

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 15th October, 1910

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
SHANGHAI	"LINAN"	On 15th Oct. M'night
MANILA	"TAMING"	On 18th Oct. 4 P.M.
SHANGHAI	"CHINHUA"	On 20th Oct. 3 P.M.
ILOCO & CEBU	"SUNGKUANG"	On 21st Oct. 4 P.M.
SWATOW, CHEFOO & TIENSIN	"KUEICHOW"	On 22nd Oct. 4 P.M.
MANILA	"TEAN"	On 23rd Oct. 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

SS. "LINTAN" and SS. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

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HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW. AMOY AND FOOCHOW AND RETURN.

Occupying 9 to 10 Days.

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"HAICHING"	Capt. W. C. Passmore	TUESDAY, 18th Oct. at 11 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 21st Oct. at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 25th Oct. at 11 A.M.

FOR SWATOW AND RETURN.

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HAIMUN"

Capt. A. H. Stewart. 1. SUNDAY, 16th Oct. at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

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INDO-CHINA S. NAV. CO., LTD.

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STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA "KUMSANG"	Saturday, 15th Oct. Noon.
SHANGHAI "LOKSANG"	Saturday, 15th Oct. Noon.
SHANGHAI "HANGSANG"	Sunday, 16th Oct. D'light.
MANILA "YUENSANG"	Friday, 21st Oct. 4 P.M.
TIENSIN "CHIPSHING"	Saturday, 22nd Oct. Noon
SHANGHAI, KOBE & MOJI "FOOKSANG"	Friday, 28th Oct. Noon.
MANILA "LOONGSANG"	Friday, 29th Oct. 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

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Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

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For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGER.

Hongkong, 15th October, 1910.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING

COPENHAGEN "TRANQUEBAR". On 27th October.

SHANGHAI, YOKOHAMA and KOBE "SIAM". On 6th December.

For further Particulars apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 11th October 1910

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.



STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 15th Oct., Noon.
RUBI	2540	R. Rodger	Manila	On 22nd Oct., Noon.
				For Freight or Passage apply to Hongkong, 9th October, 1910

SHEWAN, TOME'S & CO.

General Manager. [12]

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.

FOR SHANGHAI, KORE & YOKOHAMA:	
S.S. SENEGAMBIA	21st Oct.
S.S. SUEVIA	4th Nov.
S.S. WESTPHALIA	17th Nov.
S.S. ARABIA	18th Nov.
S.S. BRISGAVIA	1st Dec.
S.S. SLAVONIA	30th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office. [11]

Hongkong, 14th October 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	1,200 "	About Mid. Feb. 1911

For particular apply to—

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS.	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PEN- ANG, COLOMBO and PORT SAID	HIRANO MARU	9,000	WED'DAY, 26th Oct., at Daylight
	TANGO MARU	8,000	WED'DAY, 9th Nov., at Daylight
	KAMO MARU	9,000	WED'DAY, 23rd Nov., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU	7,000	SATURDAY, 5th Nov., from KOBE.
VICTORIA, B.C. and SEATTLE, via SHANG- HAI, MOJI, KOBE, YOKOICHI, and YOKO- HAMA	TAMBA MARU	7,000	TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	6,000	FRIDAY, 28th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU	6,000	FRIDAY, 25th Nov., at Noon.



PRIMAS BOTTLES

KEEP DRINKS WARM AND COLD.

All different styles may be seen at my Office,
where also a small stock is kept.**HUGO C. A. FROMM.**

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

FOR	PER	DATES
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO ...	Nippon Maru ...	Saturday, 15th. Printed Matter and Samples ... 9.00 a.m. Registration ... 9.00 a.m. Registration, Kowloon B.O. ... 9.00 a.m. No late fee ... Letters ... 10.00 a.m. Saturday, 15th, 10.00 a.m. Saturday, 15th, 10.00 a.m. Saturday, 15th, 10.00 a.m. Saturday, 15th, 10.00 a.m.
Singapore, Penang and Calcutta ...	Kumgang ...	Bank at night ... 7.30 Private, 30 days' sight ... 7.45
Manila ...	Zaffiro ...	On YOKOHAMA ... On demand ... 91
Shanghai ...	Tycoon ...	On MANILA ... On demand—Peso 91
Shanghai ...	Lukang ...	On SINGAPORE ... On demand ... 79
Europe, &c., India via Tuticorin ... (Late Letters 11.00 a.m. to NOON Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Assay ...	On BATAVIA ... On demand ... 11.13 On HAIPHONG ... On demand ... 13 ... pm. On SAIGON ... On demand ... 84 On BANGKOK ... On demand ... 84 SOVEREIGN, Bank's Buying Rate \$10.75 GOLD LMAF, 100 fine, per tael \$55.40 BAR SILVER, per oz. 25.40
Newchwang ...	Fri ...	Printed Matter, and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Macao ...	Sui Tai ...	SUBSIDARY COINS. Chinese ... 20 cents pieces ... \$3.95 discount Chinese ... 10 " ... \$4.50 Hongkong ... 20 " ... \$3.76 Hongkong ... 10 " ... \$4.00
Singapore ...	Indrawadi ...	
Shanghai ...	Huanggang ...	
Shanghai ...	Linan ...	
SIBERIAN MAIL TO EUROPE		
Swatow ...	Haimun ...	Sunday, 16th, 9.00 a.m. Sunday, 16th, 9.00 a.m. Monday, 17th, 11.00 a.m. Monday, 17th, 10.00 a.m. Tuesday, 18th, 11.00 a.m. Tuesday, 18th, 11.03 a.m. Tuesday, 18th, 1.00 p.m. Tuesday, 18th, 3.00 p.m. Wednesday, 19th, 9.00 a.m. Wednesday, 19th, 10.00 a.m.
Swatow, Amoy and Tamsui ...	Daifin Maru ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Shanghai, Kobe and Moji ...	Aeroliner Appear ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Mojo ...	Sui Tai ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Swatow, Amoy and Foochow ...	Haiching ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Bangkok ...	Gregory Appear ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Singapore, Penang and Calcutta ...	China ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Shanghai, Yokohama and Kobo ...	Haining ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Manila ...	Reming ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Singapore, Penang and Colombo ...	Wong ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Swatow ...	Hainan ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Europe, &c., INDIA VIA TUTICORIN ... (Late Letters 11.00 a.m. to NOON Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	E. Friedrich ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Mojo, Kobe, Yokohama, San Francisco and Portland ...	Selja ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Shanghai ...	Chinhua ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Thursday Is., Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle ...	Aldenharn ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Swatow, Amoy and Foochow ...	Hailan ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Manila ...	Yuesang ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Hoilo and Cobu ...	Sungkhang ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Mojo, Kobe, Yokohama, Honolulu, Manzanillo, Santa Cruz, Callao, Iquique and Valparaiso ...	Buyo Maru ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Manila ...	Rubi ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Swatow, Chefoo and Tientsin ...	Kueichow ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
Europe, &c., INDIA VIA TUTICORIN ... (Late Letters 11.00 a.m. to NOON Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Occasions ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) ...	Empress of China ...	Wednesday, 19th, 10.00 a.m. Printed Matter and Samples ... 10.00 a.m. Registration ... 10.00 a.m. (Registration with late fee of 10 cents up to 10.45 a.m.) Registration, Kowloon B.O. ... 10.00 a.m. No late fee ... Letters ... 11.00 a.m. Saturday, 15th, 1.00 p.m. Saturday, 15th, 1.15 p.m. Saturday, 15th, 2.00 p.m. Saturday, 15th, 5.00 p.m.

MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

Mail for *CANTON, *WUCHOW & *SAMSHUI will be closed on week-days at 7.30 a.m. and at 6 p.m. until further notice.

A Mail for MACAO is despatched per s.s. Sui An on week-days at 7.15 a.m., on Sundays the mail for Macao is closed at 8 a.m.

Mail for NANTAU and STADUE, are closed every week-day at 6 p.m.

Mail for *KONGMOON and *KUMCHUK, are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.

A Mail for Long Island (Cheung Chow) will be despatched per steam launch Hoi Yuei daily at 2.30 p.m.

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[40]

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